being taken by Indian Railways to improve safety include adoption of suitable and modern technology for signalling interlocking system, upgradation of standards of track and rolling stock, modernization of maintenance practices, replacement of overaged assets, upgradation of training aids like simulators, checks on observance of safety precautions and provision of Anti Collision Device. Indian Railways have also formulated a Corporate safety Plan for the period of 2003-2013, which has already been presented to the Parliament.

Projects of rail lines in North-Eastern states

1144. SHRI SHANKAR ROY CHOWDHURY: will the Minister of RAILWAYS be pleased to refer to answer to Unstarred Question 4446 given in the Rajya Sabha on the 2nd May, 2003; and state:

(a) the present position and progress of projects;

(b) the likely date to their completion; and

(c) whether adequate resources will be made available for completion of these projects on a time-bound schedule?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRIR.VELU): (a)and(b)

S. No.	Name of the Projects	Length (In Kms)	Anticipated cost (in Rs. Cr.)	Proposed outlay (2004-05) (Rs. in cr.)	Present status with target date of completion when-ever fixed.
1		2	3	4	5
1.	Jiribam-lmphal (Tupui) new line	97.9	727.56	3	The work of new line has since been included in Supplementary Demand for Grants 2003-04. Final Location Survey is being taken up.
2.	Harmuti-Itanagar	33	156	2	Preliminary geo-technical report for the new line from Bedeti to Itanagar, submitted by Geological Survey of India is under examination at railway's level.

(c) Completion of the projects would depend upon the overall availability of financial resources.

Investment by ADB

1145. SHRI R. P. GOENKA: will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Asian Development Bank (ADB) has agreed to invest about one billion dollars in the Indian Railway system outlined for the "Railway Sector Improvement Programme", with a reform target fixed for 2010, and linked' its phased support to completion of reforms by the Railways;

(b) whether ADB has also appointed Crisil as advisors to monitor implementation of the reforms agenda; and

(c) if so, the details thereof, including the phased reforms programme outlined and agreed to by the Railways and the specific role assigned to Crisil?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R VELU): (a) Asian Development Bank (ADB) has agreed to extend an assistance for the railway sector in 3 phases, with the quantum in the first 2 phases amounting to around US dollar 600 million. The objective of the assistance is to improve the performance of the sector by (i) financing priority investments to overcome railway capacity bottlenecks and improve operational efficiency/safety and (ii) supporting implementation of a program of reforms formulated by the Ministry of Railways (MOR) to improve Indian Railway's commercial orientation. In Phase-I, a loan amount of US Dollar 313.6 million has been approved. Subsequent phases of the loan are linked to the implementation of MOR's reform programme over the period from 2002 to 2010.

(b) and (c) CRISIL Infrastructure Advisory has been appointed as the Consultant by ADB under a Technical Assistance (TA) grant, outside the loan, for providing Management Consulting Services to Ministry of Railways. The objective of the TA is to study (i) business development and business opportunities and (ii) progress of implementation of the reform programme.

The components of the reform programme formulated by MOR and accepted by ADB are as under: